



The Ontario Argus

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ROOSEVELT HIGHWAY NEEDED.

Oregon needs the Roosevelt Highway. Eastern Oregon is, or should be, as interested in the development of the Coast countries of Oregon, as are the people residing in that section. Likewise it is true that the people over on the Coast should be interested in the growth and development of Eastern Oregon.

The desire for the mutual benefit of their respective districts is not based on state pride or sentiment, but upon good sound business judgment. The coast counties have become, by reason of the growth of the dairying industry one of the best customers of the ranchers of Eastern Oregon. During the past year more than \$100,000 came to Eastern Oregon from the coast counties for alfalfa with which to feed the herds over there. It is only good business for the ranchers over here to desire that the coast country grow and add more herds to use more hay. It is only good business for the dairymen over there to want more irrigation projects over here to insure them of a plentiful supply of feed for their cattle, a larger market for their Tillamook cheese and other products.

It is for these reasons that the people over there are holding mass meetings for the passage by the people of the Gallagher amendment to the constitution permitting the State to guarantee for five years the interest on irrigation and drainage district bonds. For that reason we should be holding mass meetings here boosting the Roosevelt Highway.

Beside being good business from the selfish stand point, there are other reasons why the Roosevelt Highway should be built. It will be the second line of defense, should there ever be a war on the Pacific. It is part of the national plan for a coast highway from the Mexican to the British Columbia border. The Na-

tional government will pay half of the cost. With this highway built, and the present plans of the state completed Oregon will have four highways crossing the state from North to South, all of which are necessary and serve widely separated sections.

While the people of the Coast are urging their neighbors to vote for the irrigation and drainage bill we should be urging everyone here to vote for the Roosevelt Highway. By doing this we will be making friends with the Coast country for the future as well as aiding a worthy cause. When you go to the polls on June 3 remember, therefore, the Roosevelt Highway.

LAYING THE GHOST

Perhaps the most significant event of the past week, aside from the defection of the Italian delegation at Paris, was the announcement that the government is to proceed immediately to return the cables and wire systems of communications to their owners.

That this step will meet with the approval of the majority of the public that has to use these means of communication is certain. The short time in which the wires and cables have been under government operation has served one good purpose. It has laid the ghost of government ownership.

Several elements have united to condemn governmental ownership of these utilities, and the most surprising of these has been the attitude of department heads toward the appeals of employees. As administered by the department the truth of the arguments oft repeated by opponents of government ownership, the employees found that they could not enforce their demands by the usual methods and that thus they became mere cogs in the machine without voice in presenting their claims.

To the public the raise in rates and the service rendered first aroused antagonism; but these might have been overlooked as part of war conditions had it not been for the exercise of a censorship on communications, unauthorized by law. While this did not touch the average citizen in his business; the fact that such a thing could be possible, and serve to keep the truth from the people by the party that might be in power, has brot about a revolution in public sentiment that forced the return to private control.

There is no doubt that there never

will be a time in the future when the government will not have greater regulatory powers over rates and hours of labor for men engaged in such public utilities, but for the present at least the doctrine of government ownership of public utilities, so far as inter-state institutions are concerned is eclipsed.

THE FIUME PROBLEM

An example of what the American people will be called upon to do in preparing themselves to take an intelligent part in the comity of nations as a member of the League of Nations is given in the controversy that has arisen over the Adriatic port of Fiume, or Rieka.

As a matter of fact not one American in 100, if the Italian and Jugo-Slavic elements be omitted, knows exactly where Fiume is. Less than this proportion has any adequate idea of its importance to the Jugo Slavs and its connection with their long cherished national aspirations.

Yet to be well informed on such matters must be the rule and not the exception if Americans are to know what they are assuming when their representatives bind them to participation in the solution of such problems.

It is interesting to speculate just what America will be called upon to do after the constitution of the League of Nations is signed should such a problem arise; as is bound to happen on innumerable occasions.

Would the American people, for example, give their consent to the sending of an American army to the Balkans every time one of those states gets on a periodic revolution? Or suppose that Italy now ceases Fiume and the Adriatic littoral as far south as the Dalmatian boundary, what will the League of Nations do about it? And what will America be expected to do?

Will we be calling for volunteers to go fight the Italians there or will we have to resort to the draft? And if we do not send an army when told that that is our part in the program by the executive committee of the League, what then?

As at present provided the executive committee of nine is composed of the big five: the United States of America, Great Britain, France, Italy and Japan; and Belgium, Spain, Greece and Brazil. It will be noted

that the Scandinavian countries, Denmark, Sweden and Norway and the vast Russian peoples are not represented at all. How long will their natural racial pride submit to such a division? And, too, will not the German people become restive for their "place in the sun?"

Further study of the arrangement of the executive committees, which is the soul of the league of nations, reveals the fact that the Western Hemisphere has but two members; the Southern Hemisphere has but one; while Europe has six.

For the immediate future this division may prove satisfactory to the world in general and succeed in furnishing the necessary balance for society. Certainly some agency is needed to stabilize conditions until the nations of the earth and recuperate from the terrible ordeal of the past four years.

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